The Hongkong Telegraph.

No. 3438 FRIDAY, MAY 5, 1893. SIX DOLLARS PER QUARTER

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED,
LATE
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,125,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS :—
For 12 Months.....5 per cent.
" 6 " 4 "
" 3 " 3 "

JOHN THURBURN,
Manager, Hongkong.
Hongkong, 4th February, 1893. [192

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE :—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | ChowTungShang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Branches.—London, Yokohama, Shanghai, Amoy and Foochow.

BANKERS:—
The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "
Hongkong, 27th April, 1893. [8

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL£2,000,000
CAPITAL CALLED-UP.....£ 251,093.15.0

BOARD OF DIRECTORS:
Wm. Keswick, Esq.—Chairman.
Adolf von André, Esq. | F. D. Sassoon, Esq.
Egbert Ivesun, Esq. | H. D. Stewart, Esq.
David McLean, Esq.

HONGKONG COMMITTEE:
The Hon. J. J. Keswick. | The Hon. C. P. Chater.
H. Hoppius, Esq.

Head Office—3, Princes Street, London.
Branches—Bombay, Calcutta, Hongkong, and Shanghai.
Agencies—Penang, Singapore, and Yokohama.

RATES OF INTEREST, ALLOWED on CURRENT ACCOUNTS and Fixed Deposits, can be ascertained on application.

CHANTRRY INCHBALD,
Manager.
Hongkong, 10th April, 1893. [199

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous—may be secured by a payment at the rate of :—

£ 7 7 6 { per quarter if commenced at age (n. b.) 20
£ 8 14 2 25
£10 11 2 30
£13 4 10 35
£17 15 8 40
£27 12 6 45

AFTER the Policy has been three years in force—the Policy-holder will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured, as explained in Prospectus, should he wish to discontinue payment of premiums.

DODWELL, CARLILL & Co.,
Agents, Hongkong
679—2] STANDARD LIFE OFFICE.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $833,333.33.
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [869

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Ports of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 21st February, 1893. [173

CAPTAIN CH. ROBINSON,
COAL CONTRACTOR.
COMPRADORE AND STEVEDORE.

SHIPS VISITING MANILA SUPPLIED WITH PROVISIONS, DUNNAGE, &c.
WATER and BALLAST BOATS.
Manila, 13th March, 1893. [358

Intimations.

NOTICE.

A PUBLIC MEETING will be held in the CITY HALL, on THURSDAY, the 11th day of May, at 5 P.M., for the purpose of considering and determining upon the formation of a LOCAL ASSOCIATION, having for its object the obtaining for the INHABITANTS OF HONGKONG INCREASED POWERS in the MANAGEMENT of all LOCAL AFFAIRS.

JNO. J. FRANCIS,
Chairman, Provisional Committee.
Hongkong, 25th April, 1893. [505

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of "THE CHINA FIRE INSURANCE COMPANY, LIMITED," will be held at the OFFICES of the COMPANY, No. 2, Queen's Road Central, Victoria, in the Colony of Hongkong, on FRIDAY, the 26th day of May, 1893, at 3 o'clock in the Afternoon, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the First day of May, 1893, will be submitted for confirmation as a Special Resolution :—

That the first Subsection of Article 103 of the Articles of Association of The China Fire Insurance Company, Limited, with its marginal note, be expunged, and that in lieu thereof the following Subsection and marginal note be inserted, viz :—

Investment of Funds. 1st.—It may invest the Funds of the Company in or upon English, Indian, and Hongkong Government Stocks, Bonds, and Funds, and in or upon the Stocks, Bonds, Funds, and Securities of any Foreign Government, Country, or State, and upon Mortgage of freehold or leasehold property in Hongkong or elsewhere, and in or upon deposits with or loans at interest to any Banking Institutions wherever established, and in or upon such other Securities as it may in its discretion think fit, and may from time to time convert or realize any monies so invested and re-invest the same in or upon any of the Securities aforesaid as occasion requires.

By Order of the Board.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 2nd May, 1893. [526

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty-Five per Cent, upon Contributions for the year 1892, has been Declared.

WARRANTS may be had on application at the Office of the SOCIETY on and after the 8th May.

By Order of the Board.
N. J. EDE,
Secretary.
Hongkong, 24th April, 1893. [498

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AFTER this date NO FULLY PAID-UP SHARES of this Company will be TRANSFERED on which the Calls on the NEW SHARES standing in the same Name remain Unpaid.

By Order,
R. LYALL,
Secretary.
Hongkong, 10th April, 1893. [444

NOTICE.

DIVING.

AN experienced man seeks an engagement as a DIVER, either as an "OPERATIVE" or in charge of a DIVING PARTY. Fully acquainted with all latest improvements in Sub-marine Craft, Telephone, Lamp-work, etc.

Siebe and Gorman's apparatus (Double or Single Pumps) can be provided.

Breakwater and Pier Work a Speciality.

The Salving of Cargo and Removal of Wrecks undertaken in any locality.

References regarding work executed in the North Atlantic, Mediterranean and China Seas can be seen.

DETONATOR,
c/o Office of the *Hongkong Telegraph*.
Hongkong, 29th April, 1893. [518

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned :—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.
Hongkong, 5th September, 1892. [890

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL, ex GODOWN and ex SHIP.

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c.,
Apply to
KING WO CHEONG,
No. 32, Praya Central.
Hongkong, 3rd February, 1893. [187

Intimations.

THE
HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER
Manager.
Hongkong, 12th February, 1892. [198

LANE, CRAWFORD & CO.

FOR SALE.

BLACK GUT TENNIS BATS.
CELLULVID HANDLED TENNIS BATS.
"DEMON" TENNIS BATS.
AYRES' TENNIS BALLS, "CHAMPION" and "WIMBLEDON."
Lane, Crawford & Co.'s "OLYMPIA" TENNIS BALLS.
STEAM-TARRED TENNIS NETS, TENNIS POLES.
"CAVENDISH" SETS POLES and NETS.

TENNIS SHOES.

LANE, CRAWFORD & Co.

Hongkong, 4th May, 1893 [1071

W. BREWER.

QUEEN'S ROAD.

SLAZENGER'S DEMON TENNIS BATS.
CHAMPION TENNIS BATS.
ALLIANCE TENNIS BATS.
WIMBLEDON TENNIS BATS.
FAVORITE, FALCON, &c.

SPECIAL BLACK GUT BATS. AYRES' REGULATION TENNIS BALLS.
SLAZENGER & SONS' 1893 BALLS. FAULTLESS UNDERSEWN and other BALLS.
FOOTBALLS. BOYS' CRICKET SETS. PARLOUR SKITTLES and other Games.
TENNIS BELTS for Ladies and Gentlemen.
TENNIS SHOES (Renshaw's) both Ladies and Gentlemen.
GUIDE TO HONGKONG, CANTON and MACAO.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 7th April, 1893. [40

KELLY & WALSH, LD.

SALTERS' CELEBRATED BLACK GUT
TENNIS BATS.
AYRES' 1893 CHAMPIONSHIP
TENNIS BALLS.
SALTERS' ALL BUCK, RED RUBBER
TENNIS SHOES.
TENNIS NETS AND POLES.

KELLY & WALSH, LIMITED
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 6th April, 1893. [7

W. ROBINSON & Co.

(UNDER HONGKONG HOTEL) HONGKONG.

PIANO TUNING.
SATISFACTORY WORK GUARANTEED.

SINGLE TUNING$ 5.00.
6 TUNINGS A YEAR.....$25.00 PER ANNUM.
12 do. do.$48.00 do.

INCLUDING MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD ORDER AND CONDITION.

PIANOS BOUGHT, SOLD OR TAKEN IN EXCHANGE, PACKED, REMOVED AND STORED.
Hongkong, 14th February, 1893. [581

W. POWELL & CO.

LADIES', GENTLEMEN'S AND CHILDREN'S

CALCUTTA
PITH HATS,
COVERED IN ANY MATERIAL TO SUIT PURCHASERS.
OLD PITH HATS RE-COVERED.

W. POWELL & CO.
Hongkong, 22nd April, 1893. [8

Intimations.

NOTICE.

THE HONGKONG HOTEL NEW ROTISSERIE will be OPENED TO-MORROW, May 6th, 1893. Patronage Solicited.

S. H. SCHMID,
Manager.
Hongkong, 5th May, 1893. [530

BOXING TOURNAMENT.

LOOK OUT
FOR
BEN. FRANKLYN TAYLOR'S
BOXING TOURNAMENT,
AT 3 P.M.,
TO-MORROW
(SATURDAY), the 6th May, 1893,
at
CAUSEWAY BAY.

PROGRAMME as previously advertised; but much fun in reserve

B. FRANKLYN TAYLOR.
Hongkong, 4th May, 1893. [534

THOMAS' GRILL ROOMS,
(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M., or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Scale on application.

Monthly Board for One Person...$15.00
Tiffin$15.00

AMERICAN FROZEN OYSTERS always on hand and served in every Style.

Breakfast$0.50
Tiffin$0.75
Dinner$1.00

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS,
Proprietor.
Hongkong, 3rd May, 1893. [528

STEAM WATER-BOATS.

SHIPS Supplied with FRESH WATER for BOILERS and DOMESTIC PURPOSES with despatch.

J. W. KEW & Co.,
2nd Floor,
18, Praya Central.
Hongkong, 20th April, 1893. [483

DR. KNORR'S
LION BRAND
ANTIPYRINE.
(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds, is described as amazing.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.

Beware of spurious imitations.
Hongkong, 1st April, 1893. [406

NOTICE.

THE Undersigned begs to notify the Public that he has bought from the Official Trustee the GOODWILL and STOCK-IN-TRADE of the TEEN YIK OIL SHOP, No. 44, Bonham Strand West, and that he will carry on the same Business in the same place and under the same Style.

MOW TACK.
Hongkong, 14th April, 1893. [464

油生發天號永德茂

KOCH'S PRIVATE BOARDING HOUSE, No. 30, STANLEY STREET.

BOARD and LODGING, Per Day ...$ 1.50
BOARD (TIFFIN and DINNER) Per Month$25.00
Hongkong, 24th March, 1893. [370

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED or UNFURNISHED ROOMS, with Board and Table Accommodation.

Apply to
Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 28th February, 1893. [36

PRIVATE BOARD AND RESIDENCE, STAINFIELD'S—1, QUEEN'S ROAD EAST,

VACANCIES for GENTLEMEN or MARRIED COUPLES at Moderate Terms.

MRS. STAINFIELD,
Proprietress.
Hongkong, 31st December, 1892. [49

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS).

THE Company's Steamship
"MARIA VALERIE,"
Captain A. Mitis, will be despatched as above TO-MORROW, the 6th May, at 3 P.M.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight apply to
DAVID SASSOON, SONS & Co.
Hongkong, 7th April, 1893. [447

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, LONDON, HAMBURG AND ANTWERP.

THE Steamship
"DENBIGHSHIRE,"
Captain Vyvyan, will be despatched as above on or about the 12th May.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 28th April, 1893. [387

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MACAO, TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"MENMUIR,"
Captain Craig, will be despatched for the above Ports on SATURDAY, the 13th May, at Daylight.
This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon and Stewardess are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th April, 1893. [516

NIPPON YUSEN KAISHA.

FOR HONOLULU.

THE Company's Steamship
"MIIKE MARU"
will leave Yokohama for the above Port on or about the 6th proximo.
Cargo for transhipment will be sent forward not later than the 27th instant.
For Freight and further particulars, apply to
GEO. R. STEVENS,
Agent.
Hongkong, 1st May, 1893. [519

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A.1. British Ship
"CELTIC CHIEF,"
Owen, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 20th February, 1893. [241

FOR NEW YORK.

THE 3/3 L. I. I. German Ship
"IRON DUKE,"
Hashagen, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 21st April, 1893. [487

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 1st May, 1893. [2

"UNION" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG AND STRAITS.

THE Steamship
"HOLYROOD,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the Office of the Undersigned before NOON on the 6th May, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 3 P.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th May, will be subject to rent.
Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.
Bills of Lading will be countersigned by
SHEWAN & Co.,
Agents.
Hongkong, 29th April, 1893. [514

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"ENERGIA,"
Stokes, Commander, will be despatched for the above Port on or about THURSDAY, the 18th May, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th April, 1893. [309

Resignations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., Ld.,

VICTORIA DISPENSARY. [38

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers:

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
5] The Hongkong Dispensary, Hongkong.

The Hongkong Telegraph.

HONGKONG, FRIDAY, MAY 5, 1893.

OUR UNEMPLOYED.

HONGKONG being such a small place, it might be thought that the proportion of unemployed persons would be so small as not to require anything like such serious consideration as in larger communities—in Europe, for instance, where for centuries the "unemployed problem" has been one of such huge dimensions, since the era of civilisation and practical government dawned, that nobody would ever dream of leaving the numerous cases to be dealt with separately as each arose. But even here, the most casual dip below the surface reveals a state of affairs which in the interests of humanity and in the name of pure matter-of-fact common-sense calls for the establishment of some sensible basis for general treatment of the problem. In the shipping ports of the Far East, and especially in Hongkong, there is a transitory population, changing more rapidly than in any other place of its size; there is hardly a day but sees some member of this vast floating community stranded, and there is absolutely no provision for such unfortunates, as there is in civilised communities. In England, if a man is thrown out of work, he can at any time fall back on a "casual ward" or a workhouse; he can by honest and fair means obtain food and shelter, and so avoid becoming a nuisance to his more fortunate neighbours, while yet he does not degrade himself to beg for charity or offend against the laws of God or man. Here, on the contrary, scores of destitute Chinese are seen daily pestering the people in every street; many are dragged up to the Police Station every day, and the Magistrate has to dispose of them as best he may—usually by sending them up to Canton, whence they return immediately; and thus there is absolutely no hope of finality to this shirking system. Moreover, there is a constant source of trouble to the police in dealing with Europeans—mostly, but not all, of the seafaring class—who are thrown "on the bench," perhaps through their own fault, or perhaps not; some are kept in hospital, or in gaol, until their ship has left or their occupation is given to others; some lose their means of livelihood in one way or another, and they become destitute. They cannot "tramp to the next town for work," because this is an island, a thousand miles away from anywhere; they cannot find temporary shelter for a few weeks until work turns up, because in such a small place as this there is no work for them, nor shelter either. So they must beg—for a night's lodging, for a passage home, and so on. It is not their fault; but it is a great misfortune to them, and it would be avoided if some practical system were adopted by the authorities as at home. There are two or three voluntary institutions, but such work should not depend on voluntary effort, which is rarely satisfactory. If a man dies, and leaves a widow and family and no provision for them, what happens? Usually a subscription is raised. But there ought to be some sounder system, with no call on charity, so that any destitute person could say "I am poor; I come here to this institution, willing to work for my maintenance; and I shall be under no obligation to anybody. I remain absolutely independent and self-reliant."

There is another aspect of the question—what about the rising generation of Colonial-born Europeans in poor circumstances? How many cases are there of young families left entirely dependent on friends? It is not that the friends are ever unwilling to bear the burden—far be it from us to suggest that; but there might not be any friends in a position to help. What then? What, when a man leaves, say, half a dozen young children, daughters it may be, without money and without friends? In England, in a large community anywhere, opportunities more or less favourable are frequent; but here, no. There ought to be some provision of a public nature, on a sound and reliable basis, to save them from starvation—or a worse fate.

Further, there is a large Portuguese population, increasing without corresponding increase in its means of living. The boys are almost all brought up as clerks, and the miserable results of the overstocking in the clerk market may be seen every day; hundreds live in semi-starvation, year in, year out. As for the girls, they cannot all get married, and their existence must in very many cases be simply one of precarious wretchedness. To dilate further on this subject might be unpleasant, but it is to be hoped that ere long the community will awake to its improvidence, to the sin of leaving so many—at least a quarter of our civilised population—unprovided with means of support, drifting Heaven only knows whither. It is not a mere handful of instances, not a score, not a hundred, but thousands. Most of them are subjects for private consideration; but the public, the Government, most emphatically has a duty to perform towards a certain section of the unemployed in Hongkong.

TELEGRAMS.

RESULT OF "THE GUINEAS."

LONDON, May 4th, 1893.

THE TWO THOUSAND GUINEAS STAKES of 100 sovs. each, half forfeit, for three year olds; colts 9st. and fillies 8st. 9lb.; the owner of the second horse to receive 300 sovs. out of the stakes, and the third to save his stake; the Rowley Mile. 91 subs.

Mr. McCalmont's b. c. Isinglass, by Isonomy—Deadlock 1
Mr. C. D. Rose's h. c. Ravensbury, by Isonomy—Penitent 2
Duke of Portland's b. c. Raeburn, by St. Simon—Mowerina 3

AT LAST.

The betrothal of the Duke of York, R.N., eldest surviving son of the Prince of Wales, to the Princess Mary of Teck, daughter of the Duke of Teck and Princess Mary of Cambridge, has been officially announced.

THE MANCHESTER CANAL.

It is announced that the Manchester Ship Canal will be opened for traffic in January next.

THE ROYAL WEDDING.

May 5th.

H. R. H. the Duke of York and the Princess Mary of Teck have been warmly congratulated on their betrothal by the English press.

HOME RULE DEMONSTRATION.

A great Anti-Home Rule meeting was held at the Guildhall. Two thousand stockbrokers marched thither, and at the meeting it was resolved that the Sheriffs of London should present a petition at the Bar of the House of Commons against the Home Rule Bill.

MAY-DAY LABOUR DEMONSTRATIONS.

MADRID, April 28th.

It is anticipated that the annual May-Day demonstrations of the Socialistic and labour unions will be conducted without any disturbance.

SPAIN AND THE COLUMBIAN EXHIBITION.

It is stated that H.R.H. Princess Eulalia and H.R.H. Prince Antonio, when they return from their visit to the Chicago World's Fair, will probably visit Japan and the Philippines on the way back to Spain.

GERMANY AND SPAIN.

April 29th.

It is announced that Kaiser Wilhelm will visit Spain shortly.

SHANGHAI RACES.

SPRING MEETING.

THIRD DAY,—THURSDAY, MAY 4TH.

The following are the full results of yesterday's racing:—

THE GREAT NORTHERN PLATE, 7 furlongs.
Mr. Sassoon's Lightning, 10st. 12lb... 1
THE EXCHANGE PLATE, from the Two and a Half Mile Post, Once round and in.
Mr. Sassoon's Blackberry, 11st. 12lb. (including 7lb. extra)..... 1
THE SHANTUNG STAKES, 1 mile.
Mr. John Peel's Watchman, 10st. 12lb. 1
THE PARI-MUTUEL CUP, 1½ mile.
Mr. Sassoon's Lightning, 11st. 5lb... 1
THE VANOTESE STAKES, ½ mile.
Mr. Busey's Homeguard, 11st. allwt. 1
THE MANCHU STAKES, 1½ mile.
Mr. Sassoon's Snowstorm, 11st. 11lb... 1
THE CONSOLATION CUP, once round.
Mr. John Peel's Merry Thought, 11st. 11lb..... 1
THE CHAMPION SWEEPSTAKES, 1½ mile.
Mr. Sassoon's Hero, 11st. 7lb..... 1
Blackberry, 11st. 4lb..... 2
THE NIL DESPERANDUM CUP, ½ mile.
Mahatma..... 1
THE GRAND NATIONAL STEEPLECHASE, twice round a course selected by the Stewards.
Bendigo..... 1

LOCAL AND GENERAL.

At the Magistracy to-day half-a-dozen rickshaw coolies were fined in small sums for "rushing" passengers.

THE French transport *Comorin* arrived at Singapore from Toulon on the 25th ulto., with 967 soldiers, etc., for Tonquin.

H.M.S. *Tyne*, with reliefs for the *Esk*, *Egeria* and *Penguin*, on the China Station, was expected at Singapore, *en route* to Hongkong, on Monday last.

Captain Jack (at the Amoy flower-show)—What do you call those little red flowers you see around the hotel?
Mr. Ewo—Most of 'em are rum-blossoms!

THE steamship *Glenfalloch* passed the barque *Closeburn* in lat. 6 deg. N. and long. 87 deg. 17 sec. E., bound north. The barque signalled a desire to be reported.

M. ALFRED Daniel, an old and highly respected merchant of Haiphong, died on the 22nd ulto. He was prominently connected with all the principal enterprises which have done so much for Tonkin.

LATEST telegraphic news from the Punjom mines is said to be of a very satisfactory and encouraging character, but for some reason or other which we confess we can neither understand nor appreciate, the Directors of the Company consider it is advisable not to publish details.

SIR GEORGE DIBBS, Premier of New South Wales, followed the example of his predecessor in office (Sir Henry Parkes) the other day by 'doing' the Bankruptcy Act. This disease appears to be contagious amongst Australasian statesmen.

AN order, says the *Pinang Gazette*, has been issued in the Police Force there requiring Inspectors always to go about with their helmets and cross belts, and allowing only those constables who are on street duty or on their rounds during the day, to use sun hats.

IT appears that the Messageries Maritimes steamer *Oceanien*, which left for Shanghai and Japan on Wednesday night, had on board three torpedo boats, in sections, for the Japanese Government. She also brought out a large quantity of iron for the construction of bridges in Tonquin.

By invitation of Mr. J. McLeavy Brown, Commissioner of Customs, a party, including the Press, to-day visited Waglan light-house, which has just been completed. Owing to the late hour at which the party arrived back in Hongkong we are unable to give details to-night. A full report will appear in to-morrow's *Telegraph*.

IT is rumoured—on what authority we cannot say—that Captain Lethbridge, at present Governor of Victoria Gaol, is to be appointed Captain-Superintendent of Police. He may be a very fine man—we have nothing against him; but there are several gentlemen whose prior claims are very strong, and who ought to make a fight for it. We do object to outsiders.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Barrack Square, this evening, commencing at 7.30 p.m. (weather permitting):—

Polka.....*"Pierrot"*.....N. Magone.
Quadrille.....*"Jolly Company"*.....Kapp.
Valse.....*"Sweetbriar"*.....C. Lowthian.
Schottische.....*"Tit for Tat"*.....Redel.
Lancers.....*"La Cigale"*.....Coote.
Valse.....*"Estudiantina"*.....Waldteufel.
Quadrille.....*"The Mikado"*.....Rowland.
Polka.....*"Country Bumpkins"*.....A. E. Godfrey.

THE quicksilver produced throughout the world in the ten years ending with 1889, inclusive, was 1,146,741 flasks, of which the Almaden, Spain, yielded 485,909; the New Almaden, United States, 407,675, and the Idria, Austria, 135,493, with lesser amounts in Italy and Russia. In ten years ending January 1, 1890, 183,716 flasks of quicksilver were exported from the United States, valued at $5,617,118, the bulk of it going to China and Mexico.

THE NECESSITY FOR ADVERTISING.

Oh, merchant, in thine hour of e e e,
If on this paper you should c c c,
Take our advice, and now be y y y,
Go straightway out and advert i i i,
You'll find the project of some u u u,
Neglect can offer no ex q q q.
Be wise at once, prolong your d a a a,
A silent business soon d k k k.

THE all-round defalcations of that saintly swindler, Jabez Spencer Balfour, M.P., of Liberal Building Society notoriety, are estimated at seven millions sterling. And of such pious frauds is the Kingdom of Heaven. Hongkong isn't in it with holy Jabez, although this 'dot on the ocean' holds within its circumscribed limits about as choice a collection of unscrupulous swindlers—most of whom are even now ornaments of social life and leaders of fashionable society—as any port in the world—not even excepting bust-up Melbourne.

THE *Courrier d'Haiphong* gives a description of two new steamers named the *Hanoi* and the *Hongkong*, built by the Sunderland Shipbuilding Co., Limited, for Messrs. Marty & d'Abbadie, to run between Hongkong and Haiphong. Models have been exhibited at the Haiphong Chamber of Commerce. The steamers are 73.15 metres (about 185 feet) long, 9.75 metres (about 32 feet) beam, and 5.94 metres (about 18 feet) draught; compound triple expansion engines; lighted by electricity throughout. They will have excellent accommodation for 24 saloon passengers. The *Hongkong* made over 13 knots on her trial trip, and is now on the way out, having passed the Suez Canal. The *Hanoi* will be about a month later. The *Avenir* reverses the order of arrival.

A MASONIC dance under the auspices of United Service Lodge, No. 1,341, E.C., will be given at the City Hall to-night, commencing at 9 o'clock. The arrangements have all been satisfactorily completed under the direct superintendence of the Stewards, and a great success is anticipated. By a special dispensation from the District Grand Master, brethren may wear their Masonic regalia, and as doubtless a large number will avail themselves of the privilege, the ball-room will present an unusually brilliant appearance. The programme comprises nineteen dances, which have been selected in a thoroughly cosmopolitan spirit, and will, we feel certain, be thoroughly enjoyed. By the way, the *Deadly Post* says the hall will be decorated; of course, it will be.

H.M.S. *Plover* returned from Takao to-day, having visited the *Bokhara* burial ground at Sand Island in the course of her trip.

Eminent Q.C.—Have just made a heavy addition to my wine-cellar.
Old Soak.—Another rich client ruined?

A HONGKONG genius, whose English needed half-soling, remarked to some friends the other day—"I have a maniac on me for collecting stamps"!

Manx—What's the difference between a missionary and a coolie convert?
Banks.—At the present rate of exchange about $40 per week in the missionary's favour!

THE P. M. S. S. Co.'s steamer *Peru* which sailed hence April 8th, *via* Nagasaki, Kobe, Inland Sea and Yokohama, arrived at San Francisco on the 2nd inst.

THE term "tabby cat" is derived from Atab, a famous street in Bagdad, inhabited by the manufacturers of silken stuff called "atibi" or "taffety." This stuff is woven with waved markings of watered silk resembling a "tabby" cat's coat.

Mr. Calico.—You called me an arrant humbug in your paper to-day!
Editor.—So I believe.
Calico.—Under legal advice, I want a retraction and heavy damages. I'm a professional philanthropist.

FOR stealing five fathoms of old chain cable belonging to the Hongkong and Whampoa Dock Co., at Sam-sui-po last night, a coolie was sent to gaol for six weeks at the Magistracy to-day. He pleaded that the Dock watchman put the chain over his (prisoner's) shoulder, so as to trump up a case.

ACCORDING to the Singapore *Free Press*, Sir Cecil Clementi Smith will be succeeded as Governor of the Straits Settlements by Sir Charles B. H. Mitchell, K.C.M.G., at present Governor of Natal. Sir Charles is a retired Lieut.-Colonel of the Royal Marines and has been in the service of the Colonial Office since 1868.

QUITE recently we read of a lawyer in Rangoon who found his trade so depressed that he took to diving for pearls. Many of the Hongkong lawyers would make a better living at mud-grubbing for sticklebacks than at law, and the public seems to be just waking up to the fact. The Summary Court to-day had only eight cases, instead of the average thirty!

ARTHUR Hancock, champion walker of England, arrived here from Singapore this morning by the 'Glen" liner *Glenfalloch*, and proposes, if satisfactory arrangements can be made to test his pedestrian powers with local athletes or against that grim old scythe-bearer, Father Time. Hancock has been a leading figure amongst the world's pedestrians for nearly fifteen years and holds an almost unrivalled record at all distances, having at various times beaten such celebrities as Perkins, Homes, Thatcher, Owen, Raby, Scott (the New Zealand champion), and many other famed walkers. He has given exhibitions in South Africa, India, and the Straits Settlements with great success, and will no doubt be heartily supported by Hongkong athletes and lovers of manly pastimes. Full particulars of Hancock's programme will be announced in due course.

THE NEW EDUCATION.

Dr. Mud.—What is a theatre?
Master Bud.—An abominable place designed by Satan to ruin youth and pander to sinful old age.
Dr. Mud.—Very good, my boy—What is an opera?
Master Bud.—An opera is a composition of three parts, wickedness, nudity and music.
Dr. Mud.—Admirable, my son. What is liquor?
Master Bud.—An infernal fluid which drags men down to the bottomless pit.
Dr. Mud.—Splendid, my youthful brother. Now will you ever countenance these awful evils?
Master Bud.—No, Sir; not until Dad and I go to Hongkong again. (Mud is carried away.)

THE "hints" referring to certain crying defects in the Hongkong Civil Service, forwarded by a correspondent who is evidently thoroughly acquainted with the anomalies which so conspicuously characterise the working of almost every department, will be useful when we have to criticise the report of the Commission specially appointed to investigate the Colonial Treasury frauds. And, by the way, in our opinion this report ought to have been published for general information some time ago. However, we can assure all when it may concern that the disgraceful mismanagement of the Hongkong Treasury department, as clearly shown by the degrading Alves exposure, will not be allowed to pass into oblivion like an ordinary nine days' astonisher. Some official, or officials, must be held responsible for the $58,000—and how much more during the past twenty years, ye sapient investigators?—or the rate-payers of this colony will want to know the reason why.

IN a recent number of the *North American Review* an admitted authority on the burning question of the day descants in the following strain:—The battle of the standards is the coming battle the world over, when it is pushed to the front for final settlement—the question whether silver shall be placed at its old status as the equal, if not the superior, of gold in our financial system, or totally demonetized—it will be a battle royal. The time is not to be long deferred when this battle of the standards will be fought to a finish. On the one side will be arrayed the rich and powerful banks of the Old World and of the New; on the other, the mass of our people, especially those west of the Alleghany Mountains, loaded down as they are with debts and mortgages, with a vast country yet to be touched by the hand of industry and enterprise, demanding money without limit except as to its supply from nature. The money question when brought forward for final solution must of necessity involve the question of the standards; whether it shall be a standard resting upon both metals, gold and silver, or the single standard of gold. Compromises and make-shifts have heretofore only checked the fighting. When pressed forward, as it seems may be done ahead of tariff and all other reforms promised by the Democratic party, the peril of defeat for tariff reductions, pension reforms, and other reforms in our expenditures is great. It may be that those who wish to postpone and defeat tariff reform are more than willing to press other great measures ahead of it. The Democratic party will make a great mistake if such should be the policy adopted. It is difficult to see how any more compromises can be had on the question of the currency; especially will it be difficult to reconcile the conflict between the demand for total demonetization of silver and its unconditional restoration. When the question is again pressed forward it is difficult to see how there can be any other solution—the total abandonment of silver or its restoration to its' constitutional privileges at our mints. The special pics to await the concurrence of other nations can no longer be entertained. The last international conference at Brussels developed the fact that there is no probability of any agreement on this question.

Von Hamburg—Is there an Inebriate Asylum in Hongkong?
Berlin Biet—Nuddings outside our Club!

A CORRESPONDENT asks if the *Daily Press* is correct in crediting the P. & O. Co.'s steamers *Oriental* and *Peninsular* with the fastest passages between Singapore and this port. In reply we have only to say that our moribund contemporary is, as usual, totally unreliable. The fastest passage recorded was made by the *Stirling Castle*, which, under the command of Capt. A. Marshall, made the run under 3 days 18 hours some years ago; and since then one of the German Lloyds' steamers came in in 3 days 10 hours, both of these records eclipsing the smart trips of the P. & O. flyers. However, we have every reason to believe that the *Oriental* is quite capable of establishing a new record if driven to the full extent of her steaming capacity. We shall learn in a day or two what she made in the run in from here to Woosung with the Canadian Pacific Co.'s "crack," the *Empress of India*.

IN the Court of Criminal Sessions, Tonkin (which, by the way, commences to sit at 7.30 a.m.) on the 27th ulto., a commissariat store-keeper, named Hansen, prosecuted M. Chassan, purser on a river steamer, for defamation of character; Chassan having publicly stated, it was alleged, that Hansen had misappropriated $200 from moneys entrusted to him by virtue of his position, and given the plunder to his kept-woman, in December last. Plaintiff claimed $5,000 damages and a public apology in the local newspapers. Defendant entered a counter-claim for $2,000 damages for defamation arising out of plaintiff's allegation. The Court found for defendant, $10 and costs in full. In another case, the late cashier of the *Courrier d'Haiphong*, named Charriol, was sentenced to two years' imprisonment for embezzling $337, the moneys of the *Courrier* Company, Limited, in September, 1892; as usual, the prisoner "sincerely intended to replace the sums abstracted."

HONGAY MINES.

The *Avenir du Tonkin* says:—We are pleased to learn that, in spite of all the alarming rumours which have been in circulation recently in regard to the Hongay coal mines, the Société des Charbonnages is in the most promising position possible.

This (past) month, for the first time, the Company has fully paid its way, with a slight balance on the right side.

The output of coal at present (29th April) is never less (and, we are informed, usually a good deal more) than 540 tons a day—300 from Hatou and 240 from Nagotna.

At Canton and Hongkong there is a flourishing demand not only for the coal as it is mined but also for the stocks now lying on hand in Hongay and in Hongkong, totalling about 40,000 tons. New business is being arranged in Swatow also. The steamship *Cape Colonna* is carrying 4,000 tons each voyage to Hongkong, and the *Krim* 2,500 to Canton. A third steamer will have to be chartered to supply the Swatow market.

Thus it will be seen that, after some difficulty, our British neighbours are developing a profitable business for our colony of Tonkin, and at the same time for themselves.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

NORTH BORNEO DEVELOPMENT CORPORATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I have noticed lately both in the local and home papers, several very exaggerated and misleading statements about the work done by the above named Company during the last year. I see it stated in the *London and China Express* of the 17th March last that nearly 1,000 acres have been planted up; that there are well nigh 300 acres of Liberian coffee and some 200 acres of Manila hemp, and that sugar is having considerable attention; reports such as these, which are not true, eventually only do harm both to the Company concerned and to the country at large, so I venture to correct these statements; for, as a matter of fact, there are about 250 acres of coffee, 20 of Manila Hemp, some 10 acres of sugar, and about 120 acres of other products planted by native settlers, in all some 400 acres under cultivation—and very good work for one year when taking all the difficulties we had to contend with into consideration.

The coffee is certainly looking splendid. I have great faith in it and believe coffee will do very well in Borneo if properly managed; and I say this having had several years' experience of coffee planting in India and the Straits.

I write this on the best authority, and vouch for its accuracy, as I have managed and planted up two of the Co.'s estates during the past year and have visited the other one.

I. HAMILTON HUNTER.

Sandakan, April 29th, 1893.

JUMPING RECORDS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—The writer in the *St. James' Gazette* whom you quote in yesterday's issue about jumping done in Norway has got slightly mixed up on the subject. There is no "spring board," and the hill may be of any height or steepness.

The Peasantry of Norway, when they have occasion to travel on the snow where there is no road, use a contrivance on their feet called "Ski" (or Skee) without which they would sink into the snow so deep that walking would be impossible. The Ski are two narrow boards about 4 inches wide, 6 feet long, and thinned off from an inch in the middle, where the fastening for the foot is, to ½ of an inch at both ends, the front end being bent up on the principle of a sledge-runner. Leisured people use Skis for sport, and although they are awkward to walk up a hill with, a person can go down hill with a wonderful speed. The jump spoken of is an embankment made of snow, or, say, a stone fence on the side of a hill which the wind has drifted full of snow so that it is quite level on the upper side. You will now see that if a person came down the hill with great speed the length of the jump is only limited by the height of the embankment, *for as the snow is generally as soft as down*, and several feet deep, a person cannot hurt himself if he should fall.

Yours faithfully,
NORWEGIAN.

Hongkong, 5th May, 1893.

A RACY SPEECH BY PROFESSOR BLACKIE.

SCOTTISH SONGS AND SCOTSMEN.

Professor Blackie, speaking in Dundee, said he had never seen a more beautiful city than Edinburgh. Prince's Street, for instance, was out of sight the finest street in the world. All the same there was less Scottish feeling in Edinburgh than in any other town in Scotland, and it all arose from big-wiggery. (Laughter.) The lawyers did not require any sentiment; they were merely intellectual fencing machines. (Laughter.) They all looked up to London as the place to go to, to go and get bigger and bigger and come back with a bigger wig than ever. (Laughter and applause.)

SONG THE MAIN ELEMENT OF ALL EDUCATION.

People talked a lot about reading, and they read silly books and read all the gossip in the newspapers. One good Scottish song was worth all the gossip of the world. (Applause.) A lot of newspapers were filled with such stories of murders and blasphemies as would almost make one think the world was the introduction to hell. When he went into a railway carriage he did not begin to read; he just hummed to himself a guid auld Scotch song. (Applause.) Next to the blessed Gospel a good Scotch song in the heart and soul of a Scotsman was better than much of what was called learning. Reading was only for record. He knew something about books; he had 7,000 volumes in his library,—and he said reading was a stupid thing. When people were stupid they could not do anything better than read. (Laughter.) When the young fashionable West-End lady returned from the ball, she could not do any thing but read. (Laughter.) A man was fully alive when he sang, and then he became like a bird. Prose was extremely useful, but extremely dull; poetry was a bickering mountain stream flashing in the sunshine. (Applause.) Song ought to be the main element of all education; a man was imperfect until he felt himself in his soul becoming a bird. They would find that in ancient times song was the main expression of the noblest feelings. There were the Psalms of David; and then, too, they danced. That, however, was not a Scottish custom as far as religion was concerned. A man who was thoroughly happy sang and danced, and the man who could neither sing nor dance was a poor, pitiful kind of a creature. (Laughter.) He was not a right kind of a man unless he understood that piety and gaiety should go together—devotion and song. In Scotland religion was a rather sour thing. Some Scotchmen tried to make their spiritual heaven as gloomy and as cloudy as their Scottish sky.

AN ONSLAUGHT ON THE D.D.'s

The D.D.'s had a lot to do with that. (Hear, hear.) They pretended to know the Bible, and and they did not know it at all. (Hear, hear, and laughter.) In the Bible religion was always coupled with gaiety, and, as he said before, even with dancing. He should like to see a couple of old D.D.'s dancing, and yet these D.D.'s swore by the Psalms of David. The Bible told them to praise the Lord with music. However, he would have to go on with his lecture. He could go on that way for ever on that subject. He just felt like a mountain-burn coming down from Ben Cruachan. (Applause.) Did it never occur to them that the characteristics of Scottish people began with the letter S? There were songs, stories, shillings—(laughter)—sermons and steam, and then shrewdness, sagacity, and so on. There was one thing he wished to warn them against, that was the worshipping of material magnitude. John Bull was a respectable sort of a creature with a big paunch—(laughter)—and he had as many people in London as there were in Scotland. The Scotch were, he considered, superior to the English, and he would ask his hearers to beware of those things which would make them forget themselves and become worshippers of a people morally not so noble as themselves. (Applause.) He asked them to beware of looking to London. The Anglified puppies and prigs of girls were always looking to London and away from Scotland. (Laughter and applause.) He had a notion that a great many of the so-called Scotch aristocracy were not Scotch. A great many of them were Episcopalians, and no Episcopalian was a true Scotchman. The Professor then told in his own characteristic fashion the story of Jenny Geddes and then proceeded with his lecture. He concluded by citing examples of love, patriotic war, and convivial songs. They must not think that convivial songs meant drinking songs. They did not. The moment they got drunk they could not sing. (Applause.) Therefore it was that these songs helped to keep them sober. No drunken man could sing. (Applause.) He thought he had better stop, as he had an idea that he had done very well for an old gentleman of eighty-three years and five months. (Applause.)

THE WILD-CAT COLUMN.

Ex-Agent-General James Munro has filed his schedule. Nominal shortage, £50,106 4s. 9d. The awful accuracy of James glares forth conspicuously in that nicepence.

* * *

Only one man has called during the week with a new gold-saving process. This has been a very dull week for inventions. From all we could glean—for inventors are very circumspect with regard to details—this will be known as the kerosene process.

* * *

Sydney Assets Realisation Co.: quotation: "Seller, one penny;" no buyer; profit and loss account and reserve fund both absorbed to meet bad debts; further balance of £14,800 to the debit of bad debts account; call of 1s. per share; 1s. 6d. per share to be written off! What next?

* * *

The attention of the N.S.W. Minister of Justice has been directed to the affairs of that extraordinary institution, the Trans-Pacific Insurance Co. of Sydney, now in liquidation. It is indeed marvellous that so flagrant a case of commercial crookedness should for so long have escaped the eye of the law.

* * *

The worst-paid mining-managers in the world are probably those of Bendigo, with the result that the best of them are constantly leaving, and many others would have gone long ago if unanchored by family ties. Five pounds weekly is considered a big wage there; many a man has left £4 a week on Bendigo for a £10 berth elsewhere.

* * *

The lawyers tried to force a compulsory liquidation of S.A. branch of Federal Bank. "This Court does not exist for the benfit of the legal fraternity," Chief Justice Way is credited with saying. The thing was stopped, but two days in Court had already mopped up £186. The Adelaideans learned from the Commercial Bank of S.A. liquidation what the lawyers' compulsory system costs.

* * *

One of the directors of a Victorian mine, recently floated in London, was credited on the prospectus with the affix M.A. From this gentleman's airy disregard of all rules of orthography and syntax nobody had thought he possessed a University education, and enquiries elicited the fact that the letters signified "Mining Agent."

* * *

In 14 months Melb. Tram Co. has reduced employés who received £500 a year 40 per cent. Seventy-shillings-a-week men have been cut 30 per cent., and all under, 20 per cent., and it cannot be said they have stopped yet. It looks as if the men would have to submit. The condition of the rank and file gradually approaches mere slavery.

* * *

One of the numerous Sydney finance companies stopped payment last week, and it is said that it intends to call its depositors together and ask for time. That go must be at a pretty low ebb in Sydney business circles when a company, whose business is to finance for people in monetary

difficulties, has to make arrangements with its own creditors.

* * *

The Savings Bank of N.S. Wales has paid during 1892, in interest, £147,828, 11s. 2d., and has now a reserve-fund of £227,127. The trustees estimate that they have made a loss of £11,800, or so, through the New Oriental Bank stoppage. It is an evidence of their business tact that they never appear to have risked any money in Munro's ill-fated Federal.

* * *

The four official liquidators of the Commercial Bank of S.A. have, up to now, received £10,000 remuneration, and are paid at the rate of a guinea per hour. One of them, "Honest Tom" Playford, has simultaneously been receiving £1000 a year as Minister of the Crown, fees as director of companies, and a good income from a fruit garden in the Mount Lofty Range.

* * *

Awkward for V.D.L. Bank shareholders. It is said that a careful inspection of the old charter of the defunct bank has revealed to cunning legal eyes that the liability is *unlimited*. The authorities are keeping this very quiet, but it will have to come out. The lawyers who drew up the latest existing deed of incorporation omitted to have the "limited" liability so stated in the bond; consequently, "over goes the show" again.

* * *

The Melbourne Met. Gas Co. pays, in its present time of tribulation, 25½ per cent. on the real paid-up capital. There is said to be a humorous clause in the Co.'s Act to the effect that the profits divided in any one year shall not exceed 10 per cent. In fact if half that is said of the M.G. Co.'s figures be anyway correct there is a crown of glory sticking out for the first M.L.A. who will call upon the 'Ouse to bring this monopoly to book.

* * *

A backblock selector lately came to Sydney to get a loan on his property. He went to one of the finance companies, and while waiting to see the manager heard the "click, click" of a typewriter in an adjoining room. "What's that noise?" he asked a man who sat near him. "That's the mortgages bucking about in the safe while the interest is accumulating on 'em," was the reply. "Jee-rusalem!" exclaimed the backblocker, reaching for his hat.

* * *

The Victorian Crown has decided that there is not sufficient evidence to justify a criminal prosecution of Sir Benjamin Benjamin and his co-directors of the Imperial Bank. "Certain facts have come out in the course of the investigation, however, which show the necessity of further inquiry with regard to the officers and auditors." This sounds highly uncomplimentary to the business ability of the directors, or somewhat tough on the auditors who passed their balance-sheets.

* * *

Can anyone remember when there was last a buyer of Queensland National Bank shares quoted on the Sydney market? *The Bulletin* can't. The eternal quotation, "seller, £5," "seller, 97s. 6d.," "seller, 94s. 6d.," and so on means practically nothing; there may be no buyer above 90s. 6d., or half-a-sovereign, or half-a-crown, or three-pence, or £4 13s. 9d., or anything. In Federal Bank shares the same eternal seller went right down the scale from about 40s. to 7s. 6d., and all that time no buyer turned up.

* * *

Elder, Smith & Co., Limited (S.A.), extended their operations to Victoria last year and lost £60,000. As a result they have sliced £6000 a year off their salaries, the heavy reductions ranging from the managing director at £2000 to clerks at £200, and amounting to 10 per cent. in most cases. A call of 5s. per share is now being made. The Co. numbers among its largest shareholders Thomas Elder, Barr Smith, and A. G. Downer, who are reckoned among the wealthiest men in Australia, and it still seems safer than many banks, despite the hard knock.

* * *

The man who went to England to float the New England emerald show has returned disappointed. Both child was interviewed but was not on—at least at present. Several offers were made for the property but they wanted half the mine for the money put up to further develop it, which the local owners prefer to do themselves. The stones have been pronounced by Streeter and others true emeralds, and a market has been found for them. The distinguishing and extinguishing feature of one emerald mine floated in London, years back, was the fact that a true emerald was never found in it, nevertheless it was floated for £300,000, and by reason of the smartness of one crowd and the gullibility of another the shares went up to a big premium. But for this and other emerald wild cats the only known Australian true emerald mine would have been taken by the British public. Time alone will tell whether they have missed a big thing or saved their money.

* * *

The Anglo-Australian Investment, Finance and Land Co. of Sydney—it is generally the company with the longest name that makes the most lamentable collapse—reports upon its prospects, or rather, on the empty place where its prospects used to be. When it closed up a very short time ago it was understood that it had abundant assets and was entirely solvent, only it was difficult to "realise." Now it appears that there is about £385,000 nominally available to be called up, and even when this is realised, so far as it can be, there will not be "nearly enough" to pay the depositors and debenture holders. Which, to the unofficial eye, reads as if the Anglo-Australian &c., &c. Co., in its "solvent" days, had lost all its paid-up capital, and over £300,000 of the deposits as well. Anyhow, there is such a black and horrible discrepancy between the liquidators' reports and the balance-sheet that a whole lot of independent investigation appears to be wanted.

* * *

In the days of the now busted boom the Queensland Deposit Bank and Building Society closed its doors. Its board was a saintly crew, comprising the elect of the elders of all denominations. For a time, after its foundation, the Lord's anointed divided among themselves swinging dividends. Now the crash has come, they have decided to run a tote. To evade the payment of further calls upon their shares a new building society, called the Equitable, is to be floated. Its capital is to be £105,000 in £1 shares, each share being a ticket in the monster sweep. With its 105,000 sweep-tickets it will buy the properties of the Queensland Deposit Bank, and raffle them among the subscribers, after which the Equitable will cease to exist. If the capital is over-subscribed the prize list will be augmented by properties belonging to the stone-broke land-boomers who have "friends" on the board, and then these godly speculators will give thanks to the Lord for their safe delivery from the jaws of the busted boom.

* * *

According to the cable, the Bank of England authorities badly want to know—just as *The Bulletin* did, and still does—why the Federal Bank found it necessary to stop payment when it had—as its directors assert—abundant assets to satisfy all its creditors in full. Until the liquidation begins to give up its dead that query isn't at all likely to be answered. *Yes* an institution which had long been earning 8 per cent. dividends, and which had lost nothing of any consequence, to crumble away like a house of dust, and sacrifice its capital and its goodwill without calling up a single cent of the £400,000 available, passeth all understanding. The directors, apparently, were resolved to do nothing, and they never even gave the shareholders the option of doing anything until after the suspension. Why a general meeting was not called three days before, instead of three days after, that fatal step was taken remains an impervious mystery. When once a bank suspends payment it is practically lost, and a board which shuts up the business it was appointed to manage without first giving the owners a chance to save it is—well, it is the sort of board which wants a lot of looking into.

* * *

It is now claimed that James Munro owes the Federal Bank a debt of £130,000; that a relative of another director let in the unhappy institution for £100,000; and that a third influential citizen had it to the extent of £37,000. If this is true it means that nearly three-fourths of the capital went in these three fatal bites. Some day or other *The Bulletin* will start an ideal bank on the following lines: (1) No director shall be allowed to have any relatives: the board will consist entirely of orphans, unmarried and absolutely friendless, foundlings preferred, and a further preference given to men of such hideously forbidding aspect that they are never likely to make any friends; also, they must all be old and suffering from incurable complaints. When a man is dying he hasn't so much interest in getting money, knowing that he can't take it with him. (2) No director shall get an overdraft unless he puts up security to six times the value, and provides 47 good sureties. (3) No man shall be eligible as a director unless he has a bitter personal enemy in the accountancy business, and all the said enemies shall be appointed auditors; preference being given to auditors whose wives have bolted with directors. (4) No obtrusively religious man, teetotaller, philanthropist or other saint shall be employed on any account whatsoever.

* * *

The Melb. Commercial Bank directors take the liberty of blaming "men in the street," "mischievous alarmists," &c., for what is apparently a creel want of confidence in the "soundest" financial institutions. This sort of talk may be rapturously received by a meeting that is about to draw a 12½ per cent. dividend, but the men in the street are supported by history, all the same. Melbourne banks have failed within a fortnight of paying large dividends to shareholders, failed miserably in the face of indignant official contradictions of all "street" rumours. And what have the directors of the Commercial, or any other Melbourne bank, done towards vindicating the honour of their profession? When the falsehood of a dozen other balance-sheets was denounced, they took no steps to make an example of the parties responsible for the "lies," and by reason of their public indifference to "cronk" proceedings elsewhere they lost the right to complain of any suspicions that fell upon their own particular institutions. The cry for close enquiry into the conduct of bad banks is not heard from those bankers who profess to be good, any more than the character of Parliament as an institution seems to be a matter of concern to such members as still have a character to lose. In Victoria just now it is an article of public faith that no financiers or politicians are worth swearing by. They have all mixed in very bad company, and none of them were disgusted when they discovered the fact. It is useless for an important person with responsible whiskers to get up and cry "shame!" when there is no shame left.—*Sydney Bulletin.*

NEWS AND GOSSIP.

In Uruguay gold is at a premium of 31o.

Queen Isabella's original will is to be exhibited at the World's Fair.

A line of tricycles for passenger service is proposed in London.

There were two Americans naturalized in England last year.

Universal suffrage in Austria is favored by the native Bohemian party.

Rumor says that another American Cardinal will be named at the coming consistory.

Russian and Austrian emigrants are prohibited from passing through Prussian territory.

Lord Chief Justice Coleridge will probably visit the United States during the World's Fair.

Railway extensions are to be built in Upper and Lower Egypt at a cost of about £1,250,000.

Electricity, it is said, has been successfully introduced in England and France for purifying sewage.

The English papers comment approvingly upon the increase of Parsee philanthropy in Bombay.

Berlin journals are full of complimentary mention of the retiring American Minister, Mr. W. W. Phelps.

The Overhead Electric Railway, the first in England, was opened at Liverpool the other week.

Kaiser William was to start for Rome on April 17th, to spend seven days in and about the Eternal City.

Chile and Argentina have settled their boundary dispute by fixing on the summit of the Andes as the boundary line.

According to the fashionable modistes of London, tight lacing is increasing to an extraordinary extent.

American and English residents of Berlin have organized a new club, which has been given the name of Washington.

An Armenian nun who recently died at a Jerusalem convent is said to have been one hundred and fifteen years old.

A large number of the best boarding houses in Paris are conducted by American women, some the wives of Frenchmen.

The Government of Spain has tendered to the United States as a gift the reproduced flagship of Columbus, the *Santa Maria*.

Olive sauce is something new in London. It is said to be the essence of the olive, and is "used with great success on cold meats."

In Italy one and one-third million acres of land are irrigated; in Spain two and one-half million acres are cultivated by the same means.

The Metropolitan Electric Supply Company of London has 8,000 horse-power machinery and can supply electric-light to the extent of 130,000 candles.

Last year's profits of the Cunard Steamship Company were exceptionally small, because of low freight rates and the suspension of steerage trade.

A copy of the first edition of Columbus' letter, in Latin, announcing the discovery of America, printed at Rome in 1493 sold in London recently for £315.

The financial situation of Chile has been greatly relieved. The Government will take up the forced loans of Balmaceda, amounting to $9,000,000.

Annoyed by long sermons by court preachers, Kaiser William ordered the discourse at the inauguration of Nazareth Church to be only six minutes long.

The promise made by Mme. Schliemann after the death of her distinguished husband in 1890, that the excavations at Troy would be continued, is about to be fulfilled.

The death is announced in England of Mrs. George Bradshaw, the widow of the founder of the famous "Railway Guide." She had survived her husband forty years.

A new store-cruse recently built on the Thames in London has a capacity of 200,000 mutton carcasses. New Zealand exports about twice as much mutton as does Australia.

Italy has a new electrical submarine boat. Its especial advantages are the ability to descend to the depth of 130 feet and to remain under water forty-eight hours if necessary.

It is stated that the Empress Frederick is determined to take up her permanent residence in England, where she will stay at Windsor and avoid Germany as much as possible.

Gossip has it that Queen Victoria will leave the bulk of her wealth, estimated at £5,000,000, to the Duke of Connaught and Princess Beatrice, leaving the Prince of Wales out in the cold.

During the past year, it is calculated, that the vast sum of over $700,000,000 was spent in the British Isles in alcoholic drinks, and even this is less by some $1,500,000 than the expenditure of the year previous.

Birmingham is making a strenuous effort to suppress Sunday trading. Thirty-five small tradesmen, chiefly tobacconists and candy sellers, were fined a few weeks ago for keeping their shops open on Sunday.

In the Grand Duchy of Luxemburg persons desiring work or help have now only to send a postal card to the Director of the Postal Administration in order to have their wants advertised in every post-office in the Grand Duchy.

Germany would seem to be the least promising for a political party similar to the Populists of the United States. And yet such a party has been formed. Like the U. S. Populist, it is for more and "cheaper" money and against the "goldbugs."

The Shah of Persia, who has £10,000,000 sterling stored in his palace, has been borrowing a sum from the State to defray the cost of his summer outing to the distant provinces of his empire. His suite comprises 10,000 people, including 300 wives.

Hamburg, which last year was the stronghold and the chief abiding-place of cholera in Europe, is now in such a healthy state that the doctors have the blues, and, as a cable dispatch says, "it seems as if the epidemic had cleared out the other maladies."

A man at Downderry, England, who recently thrashed a man for annoying some women, was fined £10 by the local court, but the women residents of the town at once collected money among themselves and presented him with a handsome scarf-pin and a large cheque.

Japanese jinrikshas have gained a considerable footing in the towns of South Africa. In Cape Town, Durban and Petermaritzburg they are well patronized, and are crowding out the cabs and public buggies. Kaffirs furnish the motive power.

It is interestingly illustrative of the remarkable progress in this era that the first station on the first line of railway built south of Liverpool, and on which Stevenson ran his famous engine, the "Rocket," was superseded by a new structure only a few weeks ago.

The Russian Government is considering the question of joining the Amu Daria with the Caspian Sea. This new water-way would not only give a great impetus to Russian trade with Central Asia, but would provide the means of irrigating vast tracts of good land.

In the March number of the *New Review*, London, under the title "The Coming Cholera," Dr. Ernest Hart, contributes a paper, in which he emphasizes and adduces facts in support of his well-known theory that water polluted by cholera filth is the one sole method of diffusion of this dread disease.

M. Normand, the torpedo-boat builder, has submitted plans to the French Admiralty for the construction of a torpedo-boat to attain the speed of from twenty-nine to thirty knots. The plans are said to have been approved by the Constructive Department, and only await the approval of the Minister of Marine.

The reclamation of the land covered by the Zuyder Zee in Holland has been commenced. The dam, or sea-wall, necessary to accomplish this object will be eighteen miles long. It will be built through water from thirteen to twenty feet deep. The estimated cost of the undertaking is $95,000,000, which, it is expected, will be more than repaid by the 1,000,000 acres of land which will be recovered.

TODAY'S Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Goddard, will be despatched for the above Ports on TUESDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 5th May, 1893. [535

Notices of Firms.

NOTICE.

THE Business hitherto carried on by FREDERICK HEWETT under the Style of W. HEWETT & Co. at this Port is Closed from this date, and Messrs. BRADLEY & Co. Hongkong will Act as AGENTS for the Liquidation.

W. HEWETT & Co.

16, Bank Buildings, Hongkong, 1st May. 1893. [520

NOTICE.

WE have this Day Established ourselves as GENERAL MERCHANTS and SHIPPING and COMMISSION AGENTS at this Port.

BRADLEY & Co.

16, Bank Buildings, Hongkong. 1st May. 1893. [521

NOTICE.

THE AGENCY of the NORTHERN ASSURANCE COMPANY hitherto held by us has this Day been Transferred to Messrs. BRADLEY & Co. Hongkong.

W. HEWETT & Co.

16, Bank Buildings, Hongkong, 1st May. 1893. [522

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1893. [493

For Sale.

LANSON'S CHAMPAGNE

LANSON PÈRE ET FILS

AS SUPPLIED TO THE "GUARDS."

THIS CHAMPAGNE was selected for the CALEDONIAN BALL in Shanghai.

CALDBECK, MACGREGOR & Co., Sole Agents, Hongkong and China.

13, Queen's Road, Hongkong, 14th April, 1893. [463

THEY LEAD THEM ALL.

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and JULIAN, P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS & LOCKARD. Commission Merchants, No. 30, Water Street, Yokohama.

Yokohama, 12th August, 1892. [26

FOR SALE.

THE SCHOONER "MONTIARA," AS SHE NOW LIES IN KOWLOON BAY.

Length 75 feet.
Beam 17 feet.
Depth of hold 7½ feet.
Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to

R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May, 1892. [30

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6¾" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3¾" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14¾" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to

R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May 1892. [31

Intimations.

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS. Sole Agents for PATEK PHILIPPE & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office. 73]

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS. No. 48, Queen's Road Central. 632

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches—awarded the highest Prizes at every Exhibition; —and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road, Central. 633

I took Cold,
I took Sick,
I took
SCOTT'S EMULSION
RESULT:
I take My Meals,
I take My Rest,

AND I AM VIGOROUS ENOUGH TO TAKE ANYTHING I CAN LAY MY HANDS ON; getting fat, too, FOR Scott's Emulsion of Pure Cod Liver Oil and Hypophosphites of Lime and Soda NOT ONLY CURED MY Intelligent Consumption BUT BUILT ME UP, AND IS NOW PUTTING

FLESH ON MY BONES

AT THE RATE OF A POUND A DAY. I TAKE IT JUST AS EASILY AS I DO MILK." SUCH TESTIMONY IS NOTHING NEW. SCOTT'S EMULSION IS DOING WONDERS DAILY. THREE TIMES AS EFFICACIOUS AS PLAIN OIL. TAKE NO OTHER. Sold by all Chemists.

SCOTT & BOWNE LIMITED, 47 FARRINGDON ST., LONDON, E.C.

Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (LIMITED). Hongkong, 20th December, 1886.

Intimations.

CARMICHAEL & Co., Ld.

RAIN COATS & UMBRELLAS.

BUCKSKIN LEGGINGS.

PORPOISE-HIDE WATERPROOF BOOTS,

RACE GLASSES WITH SLING CASES.

CARMICHAEL & CO., LTD. 18, Praya Central, Hongkong.

Hongkong, 20th February, 1893. [52

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY, *PROPRIETOR.*

666

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP and SPOONS will be Shot for TO-MORROW, the 6th instant. Ranges, 700 and 800 yards. Time, 3 P.M.

ED. ROBINSON, Hon. Secretary.

Hongkong, 3rd May, 1893. [51

A. E. SKEELS & Co.,

Telegraphic Address "SOBRINOS," Hongkong, (A.B.C. Code 4th Edition.)

AUCTIONEERS, VALUERS & GENERAL MERCHANTS. No. 17, PRAYA CENTRAL. Under Messrs. Douglas Lapraik & Co.'s Offices.

MESSRS. A. E. SKEELS & Co. undertake Sales Privately, or by Auction, of any class of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash advances on Goods for Auction.

Cargoes received for Storage, Insurances effected.

FOR SALE by private treaty; THREE FIRE ENGINES and a large quantity of Valuable Machinery.

Hongkong, 28th April, 1893. [170

Auctions.

PUBLIC AUCTION OF MISCELLANEOUS GOODS ON CONSIGNMENT, Ex Steamships "SHANGHAI," "OCEANIEN," "GAELIC," &c.,

TO-MORROW (SATURDAY), May 6th, 1893, AT 2.30 P.M. SHARP, AT THE AUCTION MART, 17, PRAYA CENTRAL, Comprising:—

An Invoice of SADDLES, SADDLERY, STABLE REQUISITES, &c.

An Invoice of PEEK FREAN & Co.'s BISCUITS, 1lb. & 2lb. Tins, (in excellent Condition).

ALSO, HAND SEWING MACHINES.

Invoices of JAPANESE BOTTLED BEER (quarts), LAGER and PILSENER BEER, CHAMPAGNE, WHISKIES, BRANDY, RUM, CLARETS, CIGARS, &c.

Also for Sundry Accounts, SUIT LENGTHS of SUMMER TWEEDS and FLANNELS.

LADIES' COSTUME LENGTHS in BOXES, INDIAN MUSLINS.

A QUANTITY OF WATCHES, LEATHER PORTMANTEAUS and ONE Fine Canadian CHEESE, 70lbs. weight.

On view on Friday and Saturday A.M.

A. E. SKEELS & Co., Auctioneers & Valuators.

Auction Mart, 17, Praya Central, Hongkong, 3rd May, 1893. [531

PUBLIC AUCTION OF USEFUL HOUSEHOLD FURNITURE, ON MONDAY next, May 8th, 1893, AT 2.30 P.M. SHARP, AT THE AUCTION MART, 17, PRAYA CENTRAL, Comprising:—

HANDSOME DRAWING-ROOM SUITES (9 pieces), MOROCCO COVERED, EASY and other CHAIRS, TAPESTRY COVERED CHAIRS, DINING & BED-ROOM SUITES, LEATHER COVERED SUITES, HALL and OFFICE FURNITURE, SIDEBOARDS and OVERMANTELS, EXTENSION DINING TABLES, DINNER WAGGONS, DINING-ROOM CHAIRS, DINNER SERVICES, COOKING STOVES, CURTAINS, PICTURES, ORNAMENTS, CLOCKS, FENDERS and FIRE IRONS, BRASS and IRON BEDSTEADS, WIRE WOVEN MATTRESSES, DRESSING TABLES, WASHSTANDS, TOILET SETS, COMMODES, SOOCHOW BATHS, &c., &c.

On view on Monday A.M.

See Expresses.

A. E. SKEELS & Co., Auctioneers & Valuators.

Auction Mart, 17, Praya Central, Hongkong, 3rd May, 1893. [532

Auctions.

PUBLIC AUCTION OF VALUABLE HOUSEHOLD FURNITURE, GLASS AND PLATED WARE, &c.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 6th May, 1893, commencing at 2.30 P.M., at his SALE ROOMS, DUDDELL STREET, *(for Sundry accounts.)* A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, Comprising:—

DRAWING-ROOM SUITE in SILK TAPESTRY and PLUSH, MARINBURK UPHOLSTERED EASY CHAIRS, ENGLISH MOROCCO COVERED LIBRARY SUITE, MARBLE-TOP CENTRE and OCCASIONAL TABLES, TEA-TABLES, MUSIC-STAND, BUREAU, WRITING TABLES, CHIFFONIER, CARPETS, RUGS, WHITE LACE CURTAINS, Handsome OVERMANTELS, MIRRORS, PICTURES, LAMPS, CLOCKS, VASES, ORNAMENTS, FENDERS, &c.

EXTENSION DINING TABLE & CHAIRS, Handsome DINNER and DESSERT SERVICES, BREAKFAST and TEA SETS, Fine ELECTRO-PLATE, GLASS WARE, &c., SIDEBOARD with GLASS BACK, DINNER WAGGONS, &c.

DOUBLE & SINGLE IRON BEDSTEADS, with WIRE and HAIR MATTRESSES, MARBLE-TOP WASH-STANDS and SETS, LADY'S and GENTLEMEN'S DRESSING TABLES, BEDROOM SUITES, SINGLE and DOUBLE WARDROBES with PLATE GLASS BACK, CHEST OF DRAWERS, BEDROOM, TOILET and BATHROOM REQUISITES, COOKING RANGE, ICE-CHESTS, &c., &c., &c.

Catalogues will be issued prior to Sale, and the above will be on view on Friday, the 5th May.

TERMS OF SALE:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 29th April, 1893. [517

To be Let.

TO LET, WITH POSSESSION ON THE 1ST MAY.

THE TOP FLOOR of Messrs. Gibb, Livingston & Co.'s Hong, No. 6, Ice House Lane. Five Rooms and three Bath Rooms. Rent, $70 a month including taxes.

Apply to GIBB, LIVINGSTON & Co.

Hongkong, 12th April, 1893. [453

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

ROOMS TO LET.

FROM and after 1st April, 1893, to monthly tenants only, ROOMS in the old portion of the HOTEL, facing Queen's Road and part of Pedder Street.

Terms for a ROOM and BOARD $70 to $75 per month. Application to be made to the MANAGER or to the Undersigned.

By Order, R. LYALL, Secretary.

Hongkong, 24th March, 1893. [378

TO LET.

OFFICES, 1ST & 2ND FLOORS of No. 4, Queen's Road Central, over the Bank of China, Japan and Straits, Limited.

Nos. 11 & 12, COOMBE ROYAL—a large Furnished House at Magazine Gap.

No. 10, OLD BAILEY STREET.

No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank in Liquidation.

NEW HOUSES in RIPON TERRACE—Bonham Road, near Breezy Point.

NEW HOUSES in Elgin Street, Peel Street, and Staunton Street.

No. 4, BLUE BUILDINGS.

FLOORS in Blue Buildings.

GODOWN, No. 14, Blue Buildings.

SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.

GROUND FLOOR No. 5, Shelley Street.

"THE WILDERNESS," Caine Road.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 4th May, 1893 [318

TO LET.

FOUR ROOMS (Furnished or Unfurnished) above the KOWLOON CLUB, Kowloon, with Two BATH ROOMS. Separate entrance.

Apply to DORABJEE NOWROJEE, Victoria Hotel.

Hongkong, 18th April, 1893. [479

TO LET.

A DETACHED 8 Roomed HOUSE on Robinson Road with Garden.

A. B.

Hongkong, 7th April, 1893. [430

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank.—110 per cent., prem., sales and sellers.
The National Bank of China, Ld.—on £8.10. paid up,—35 per cent. dis., sellers.
The National Bank of China, Ld.—Founders' shares, $130 per share, sellers.
The Bank of China, Japan & the Straits, Ld.—£1½, sales and sellers.
The Bank of China, Japan & the Straits Ld.—Founders' shares, £20, buyers.
Chinese Imperial Loan of 1884 B—2¼ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—1¼ per cent. premium.
Union Insurance Society of Canton—$82 per share, sellers.
China Traders' Insurance Company—$54 per share, sellers.
North China Insurance—Tls. 115 per share, buyers.
Canton Insurance Company, Limited—$113 per share, sales and buyers.
Yangtsze Insurance Association—$100, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$225 per share, sellers.
China Fire Insurance Company—$83 per share, sellers.
Hongkong, Canton, and Macao Steamboat Co.—$29 per share, buyers.
China and Manila Steam Ship Company—18 per share, sellers.
Indo-China Steam Navigation Company, Limited—42½ per cent. discount, buyers.
Douglas Steamship Company—$36 per share, sellers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—72 per cent. premium, sales and buyers.
Geo. Fenwick & Co., Limited—$15 per share, sales and sellers.
Hongkong Hotel Company—$20, per share, sales and buyers.
Hongkong Hotel Co.'s Six per-cent. Debentures—$501.
The Austin Arms Hotel and Building Company, Limited—$4 per share, sellers.
The Shameen Hotel Co., Limited—$3 per share.
Punjom Mining Co.—$7½ per share, sales and buyers.
The Raub Gold Mining Co., Limited—$6½ per share, sales and buyers.
The Balmoral Gold Mining Co., Limited—20 cents, per share, sales and buyers.
Société Française des Charbonnages du Tonkin—$90 per share, sales and sellers.
The Jelebu Mining and Trading Co., Limited—$5¼ per share, ex. div., sales and sellers.
The Selama Tin Mining Co., Limited—4 cents per share, sellers.
London and Pacific Petroleum Co., Ld.—*nix.* nominal.
China Sugar Refining Company, Limited—$250 per share, sales and sellers.
Luzon Sugar Refining Company, Limited—$35, nominal.
A. S. Watson & Co., Limited—$14½ per share, sales and buyers.
Dakin, Cruickshank & Co., Limited—$2 per share, sellers.
Hongkong Dairy Farm Co., Limited—$4½ per share, sales and sellers.
The Kowloon Land Investment Co., Limited—$7½ per share, buyers.
The Hongkong Land Investment Co., Limited—$54 per share, sales.
The West Point Buildings Co., Limited—$23 per share, sellers.
H. G. Brown & Co., Limited—$8 per share, sales and buyers.
Hongkong and Kowloon Wharf and Godown Company—$42 per share, sellers.
Hongkong Rope Manufacturing Company, Limited—$92 per share, ex. div., sellers.
Honwkong Gas Company—$100 per share, sales and buyers.
Hongkong Ice Company—$69 per share, buyers.
Hongkong and China Bakery Company, Limited—$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited—$4 per share, sales and sellers,
The Green Island Cement Co.—$2 per share, sellers.
The Hongkong Electric Light Co., Limited—$4 per share, sales and buyers.
The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—$75 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T.	2/8⅞
Bank Bills, on demand	2/8¾
Bank Bills, at 4 months' sight	2/9
Credits at 4 months' sight	2/9⅛
Documentary Bills, at 4 months' sight	2/9⅛
ON PARIS—	
Bank Bills, on demand	3.40
Credits, at 4 months' sight	3.50
ON INDIA:—	
T. T.	220½
On Demand	220¾
ON SHANGHAI—	
Bank, T. T.	71½
Private, 30 days' sight	72

VISITORS AT THE HONGKONG HOTEL.

Mr. F. J. Anderson.	Mr. R. T. Melrose.
Mr. Geo. Armstrong.	Miss Morehead.
Mr. A. S. Baker.	Mr. E. Moss.
Mr. H. Baker.	Captain A. Murray.
Mr. H. E. Barrett.	Mr. E. Nocht.
Mr. C. W. Bell.	Lt. P. O'Malley, A.S.C.
Mr. V. R. Bowden.	Mr. W. H. Orchard.
Dr. R. M. Boyd.	Mr. J. C. Oswald.
Mr. S. H. Brown.	Mr. A. Pelry.
Mr. and Mrs. H. B. Collins.	Dr. Playfair.
	Mr. Portal.
Mr. S. von Fries.	Miss Hutton Potts.
Capt. T. Hall.	Mr. R. Redfern.
Mr. J. Harris.	Mr. and Mrs. W. H. L. Roberts.
Mr., Mrs. and Miss Harvey.	Miss Rutledge.
Mr. and Mrs. E. W. Knox.	Mr. V. de Solliverez.
	Madame Solomiac.
Mr. E. Kretschmar.	Mr. and Mrs. Sweat and maid.
Mr. A. Lind.	
Mr. and Mrs. H. W. Little.	Mr. W. C. P. Tay.
	Mr. H. A. S. Thomson.
Mr. A. B. Macdonald.	Mr. and Mrs. Warren.
Mr. H. C. Macdonald.	Mr. & Mrs. W. Wotton.
Mr. H. Marc.	

VISITORS AND RESIDENTS, AT THE PEAK HOTEL.

Mr. Adamson.	Mr. Thos. Howard.
Mr. A. Bejanjee.	Mr. V. Kofod.
Mr. H. W. Bird.	Mr. W. H. R. Loxley.
Mr. C. E. Birt.	Mr. Medhurst.
Mr. A. Cumming.	Mr. Mounsey.
Mr. F. Deacon.	Mr. H. W. Robertson.
Mr. F. East.	Mr. A. E. Skeels.
Mr. S. Forsyth.	Mr. Sparrow.
Mr. W. H. Gaskell.	Captain Moore.
Mr. E. J. Grist.	Mr. E. Tomlin.

MAILS EXPECTED.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c. from San Francisco, left Yokohama on the 2nd instant, and may be expected here on the 8th.

The P. M. S. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port *viâ* Yokohama, on the 25th ultimo.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Mogul* left Tacoma, Washington for this port on the 20th ultimo, *viâ* Japan Ports.

THE INDIAN MAIL.

The 'Apcar' line steamer *Arratoon Apcar*, from Calcutta, left Singapore on the 2nd instant, and is expected here on the 9th.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Teheran*, from Bombay, left Singapore on the 2nd instant, and may be expected here on the 9th.

The China Shippers' Mutual S. N. Co.'s steamer *Pakling*, from Glasgow and Liverpool, left Singapore on the 3rd instant, and is due here on the 9th.

The steamer *Java* left Bombay on the 1st instant, and may be expected here on the 19th.

Shipping.

ARRIVALS.

TORRIDON, British steamer, 1,109, John Byron, 4th May,—Bangkok 27th April, General.—Lee Wing.

BENGLOE, British steamer, 1,150, J. Sarchet, 5th May,—London, *via* Singapore 28th April, General.—Gibb, Livingston & Co.

MEMNON, British steamer, 826, Branch, 5th May,—Sandakan 30th April, Timber and General.—Butterfield & Swire.

FORMOSA, British steamer, 2,616. E. P. Bishop, 5th May,—Shanghai 2nd May, General.—P. & O. S. N. Co.

GLENFALLOCH, British steamer, 1,434, T. Darke, 5th May,—London 25th March, and Singapore 29th April, General.—Jardine, Matheson & Co.

PLOVER, British gunboat, Hon. F. C. B. Addington, 5th May.—Takow 3rd May.

CLEARANCES AT THE HARBOUR OFFICE.

Ingraban, German steamer, for Saigon.
Amigo, German steamer, for Saigon.
Choysang, British steamer, or Swatow, &c.
Fokien, British steamer, for Swatow, &c.
Irene, British steamer, for Chefoo.

DEPARTURES.

May 5, *Taisang*, British steamer, for Canton.
May 5, *Hainan*, German steamer, for Canton.
May 5, *Bazuto*, German bark, for Newchwang.
May 5, *Taiehiow*, British str., for Swatow, &c.
May 5, *Fokien*, British steamer, for Swatow, &c.
May 5, *Ravenna*, British str., for Nagasaki, &c.
May 5, *Framnes*, Norwegian steamer, for Kutchinotsu.
May 5, *Choysang*, British str., for Swatow, &c.
May 5, *Metapedia*, British steamer, for Saigon.
May 5, *Ingraban*, German steamer, for Saigon.
May 5, *Irene*, British steamer, for Chefoo.
May 5, *Amigo*, German steamer, for Saigon.

PASSENGERS—ARRIVED.

Per *Bengloe*, str., from Singapore, &c.—190 Chinese.

Per *Memnon*, str., from Sandakan. Mr. Koraki, and 74 Chinese.

Per *Formosa*, str., from Shanghai.—Mr. A. Reiss and Chinese servant.

Per *Glenfalloch*, str., from London, &c.—Mr. H. Hancock (the Champion Walker), and 70 Chinese.

DEPARTED.

Per *Ningpo*, str., for Shanghai.—Mr. Henry V. Noyes.

Per *Ravenna*, str., for Nagasaki.—Mr. and Mrs. H. Yers. For Kobe.—Mr. and Mrs. H. B. Collins, Miss Mola, and Mr. J. Hazeland. For Yokohama.—Mr. and Mrs. Granville Sharp, Mr. and Mrs. Sweat and maid, Misses Donnell (3), Surgeon-General Center, Sir G. Glyn and man servant, Messrs. H. S. and A. Baker, W. Golding, C. H. Bell, Macdonald, A. W. James, W. H. Brettell, Soames, Mollinson, Jr., Allen, J. F. McEwen, R. Thompson, Gray, McArthur, Gregory and servant, T. Sano, and Dr. Bentley.

REPORTS.

The British steamship *Formosa* reports that she left Shanghai on the 2nd instant. Had fine weather.

The British steamship *Torridon* reports that she left Bangkok on the 27th ultimo. Had strong north-east winds and high sea from North reef to port.

The British gunboat *Plover* reports that she left Takow on the 3rd instant. Had north-easterly monsoon blowing fresh during the voyage, with a moderately heavy sea and cloudy foggy weather.

The British steamship *Memnon* reports that she left Sandakan on the 30th ultimo. Had light northerly airs and calms until Lat. 2° 8° North and Long. 116° 20 East. From that position strong north-east winds and heavy sea.

The British steamship *Glenfalloch* reports that she left London on the 25th March, Port Said on the 6th ultimo, Penang on the 26th, and Singapore on the 29th. To Cape Varela had light winds and fine weather; thence to port had unsettled weather with hard squalls, high sea and almost constant rain.

Post Office.

A MAIL WILL CLOSE—

For Singapore, Penang, and Calcutta.—Per *Wingsang* to-morrow, the 6th instant, at 11.30 A.M.

For Kobe, Yokohama, Victoria, and Tacoma. Per *Tacoma* to-morrow, the 6th instant, at 12.30 A.M.

For Hoihow and Bangkok.—Per *Chowfa* to-morrow, the 6th instant, at 11.30 A.M.

SHIPPING IN HONGKONG

STEAMERS.

AIRLIE, British steamer, 1,496, W. Ellis, 4th May,—Sydney 11th April, Brisbane, 13th, Townsville 16th, Cooktown 17th, Thursday Island 21st, and Port Darwin 25th, General.—Gibb, Livingston & Co.

AMIGO, German steamer, 771, A. Bendixen, 30th April,—Saigon 26th April, Rice and Paddy.—Wieler & Co.

ATHOLL, British steamer, 1,470, Watson, 1st May,—Saigon 28th April, Rice, Paddy, and Cotton.—Order.

BENALDER, British steamer, 1,286, C. K. McIntosh, R.N.R., 2nd May,—Saigon 28th April, Rice and Paddy.—Gibb, Livingston & Co.

BENLEDI, British steamer, 1,481, J. H. Clark, 1st May,—Saigon 28th April, Rice and Paddy.—Gibb, Livingston & Co.

BENLOMOND, British steamer, 1,705, W. Thomson, 27th April,—Saigon 23rd April, Rice.—Gibb, Livingston & Co.

BORMIDA, Italian steamer, 1,596, F. Ansaldo, 2nd May,—Bombay, and Singapore 26th April, General.—Carlowitz & Co.

CEDAR BRANCH, British steamer, 1,645, George Pitchers, 3rd May,—Moji (Japan), 27th April, Coals.—Dodwell, Carlill & Co.

HONGKONG—STEAMERS.
(*Continued*)

CHANGSHA, British steamer, 1,463, J. E. Williams, 29th April,—Australian Ports 8th April, General.—Butterfield & Swire.

CHOWFA, British steamer, 1,017, F. W. Phillips, 1st May,—Bangkok 23rd April, General.—Yuen Fat Hong.

FAME, British steamer, 117, Captain Mélsnac, —Hongkong Government tender.

FEICHING, British steamer, 934, John Warren, 4th May,—Canton 4th May, General.—Siemssen & Co.

FORMOSA, British steamer, 674, T. P. Hall, 29th April,—Tam-sui, *via* Amoy, and Swatow 28th April, General.—D. Lapraik & Co.

GARLIC, British steamer, 1,100, Pearne, 29th April,—San Francisco 4th April, and Yokohama 24th, Mails and General.—O. & O. S. S. Co.

GLENCOE, British steamer, 2,500, Wm. E. Duke, 4th May,—Singapore 28th April, General.—Jardine, Matheson & Co.

HAIPHONG, French steamer, 874, H. Galletti, 4th May,—Haiphong 2nd May, General.—Messageries Maritimes.

KONG BENG, British steamer, 861, J. B. Jackson, 18th April,—Bangkok 12th April, General.—Yuen Fat Hong.

MARIA VALERIE, Austrian steamer, 2,644, A. Mitis, 4th May,—Kobe 29th April, General.—D. Sassoon, Sons & Co.

METAPEDIA, British steamer, 1,454, W. Fraser, 28th April,—Saigon 23rd April, General.—Woo Kee.

NIEUSTEIN, German steamer, 731, L. Albers, 4th May,—Canton 4th May, General.—Melchers & Co.

NURNBERG, German steamer, 3,207, B. Blanke, 30th April,—Yokohama 21st April, Kobe 24th, and Nagasaki 26th, Mails and General.—Melchers & Co.

PILOT FISH, British steamer, 161, A. Stopani. —Hongkong and Whampoa Dock Co.

PROPONTIS, British steamer, 1,387, W. H. Farrand, 14th March,—Saigon 9th March, Rice and Paddy.—Arnhold, Karberg & Co.

RIVERSDALE, British steamer, 1,311, E. Peck, 25th April,—Moji 19th April, Coals.—Dodwell, Carlill & Co.

ROMULUS, Spanish steamer, 531, G. Mendiguren, 4th April,—Manila 30th March, General.—Shewan & Co.

SHANTUNG, British steamer, 1,879, H. C. D. Frampton, 3rd May,—Samarang 24th April, Sugar.—Butterfield & Swire.

TACOMA, British steamer, 1,661, J. R. Hill, 26th April,—Tacoma 25th March, General.—Dodwell, Carlill & Co.

WINGSANG, British steamer, 1,517, A. de St. Croix, 28th April,—Calcutta 12th April, and Singapore 22nd, General.—Jardine, Matheson & Co.

ZAMBESI, British steamer, 1,567, G. J. Edwards, 1st May,—Saigon 27th April, Rice and Paddy.—Dodwell, Carlill & Co.

SAILING VESSELS.

BANDANIERA, British 4-masted schooner, 1,775, J. G. Jones, 12th Feb.,—New York 14th October, Kerosene Oil.—Captain.

BRAHLEIRA, British barque, 294, A. Skelling, 4th May,—Singapore 21st March, Timber.—Captain.

CELTIC CHIEF, British ship, 1,747, C. Owen, 5th March,—New York 4th Oct., Oil.—Shewan & Co.

IRON DUKE, German bark, 1,413, H. Hashagen. 5th April,—New York 29th Oct., Petroleum, —Shewan & Co.

JOSEPHUS, American ship, 1,840, T. Rogers, 1st April,—New York 5th Nov., Oil.—Reuter, Brockmann & Co.

MILLY, German schooner, 91, O. Kessler, 16th April,—Talcit 12th Mar., General.—Siemssen & Co.

PAPA, German bark, 748, T. W. Thoem, 17th Jan.,—Cardiff 14th Sept., Patten Fuel and Coke.—Order.

PARAMITA, American ship, 1,498, Soule, 21st April,—San Francisco 17th Feb., Flour.—Chinese.

R. R. THOMAS, American ship, 1,333, Nichols, 11th March,—New York 19th October, Petroleum.—Order.

SENATOR, British ship, 1,695, H. P. Smith, 22nd March,—New York 26th October, Case Oil.—Melchers & Co.

THERMOPYLÆ, British bark, 948, J. R. Winchester, 17th April,—Victoria, B.C., 17th Ballast.—Captain.

VELOCITY, British bark, 491, K. Martin, 25th Feb.,—Honolulu—18th Jan., General.—Chinese.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS,

No. 7, Praya Central,
HONGKONG.

SOLE AGENT FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION for the BOTTOMS OF IRON and STEEL SHIPS.

HARTMANN'S GREY PAINT for coating the insides of STEEL SHIPS.

MOTOR LAUNCHES PATENT DAIMLER.

DAIMLER INDUSTRIAL MOTORS.

TRAMWAYS, COACHES and FIRE ENGINES.

LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS to Board of Trade Rules.

ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT

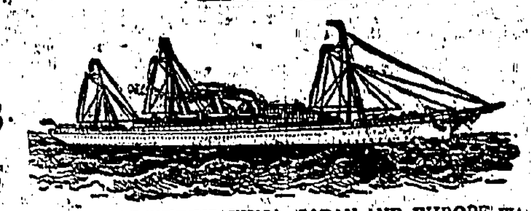
REASONABLE PRICES.

CARDIFF, AUSTRALIAN and JAPAN COALS, supplied at the shortest notice to Steamers at lowest market rates.

Hongkong, 21st October, 1892. 1169

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.  1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE *VIA* CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN 6,000 Tons.....WEDNESDAY, 24th May.
EMPRESS OF CHINA 6,000 " WEDNESDAY, 14th June.
EMPRESS OF INDIA 6,000 " WEDNESDAY, 5th July.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unexcelled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

E. HOLLOWAY,
General Agent.

Hongkong, 12th April, 1893. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Yokohama and Honolulu) } Tuesday, 9th May.
Belgic (via Nagasaki, Kobe, Yokohama and Honolulu) } Thursday, 8th June.
Oceanic (via Nagasaki, Kobe, Yokohama and Honolulu) } Tuesday, 27th June.

THE Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 9th May, at daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 4th May, 1893. [2

NOTICE.

JEVE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEVE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1888. 89

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma	Saturday	May 6th.
Mogul.....	Saturday	May 27th.
Victoria	Saturday	June 17th.
Tacoma	Tuesday	July 18th.
Mogul.....	Tuesday	August 8th.
Victoria	Tuesday	August 29th.

THE Steamship

"TACOMA,"

Captain Hill, sailing at Noon, on SATURDAY, the 6th May, will proceed to VICTORIA, B.C., and TACOMA, *via* INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 29th April, 1893. [4

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

City of Peking (via Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu) } Thursday, 18th May.
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) } Tuesday, 30th May.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) } Saturday, 17th June.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 18th May, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of $10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th April, 1893. [1

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1892. [376

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROGERS,) HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [24

Hotels.

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ONE HOUR AND A HALF FROM KOBE, *viâ* NISHINOMIYA.

EXCELLENT CUISINE AND CELLAR.

LOVELY SCENERY AND COOL NIGHTS.

THE IRON MINERAL BATHS and WATERS are highly recommended by the Medical Faculty for Gout, Rheumatism, Chlorosis, Eczema and other affections.

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THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,
Proprietor.

Amoy, 1st September, 1892. [28

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A WELL APPOINTED BILLIARD-ROOM.

JOHN C. FOSTER,
Manager.

Hongkong, 1st September, 1892. [27

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BEST LIQUORS procurable in the Market, good ACCOMMODATION and CIVILITY. Come and see how we have transformed the old "STAG."

WILLIAM WATERS,
Proprietor.

Hongkong, 17th March, 1893. [352

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QUEEN'S ROAD WEST.

OLD "BEN" PRESIDES.

A QUIET AND COMFORTABLE HOME FOR MEN OF THE MERCANTILE MARINE,

The very best LIQUORS and ACCOMMODATION.

They come as Strangers but leave as Friends.

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Hongkong, 28th March, 1893. [389

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OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is Now OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

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Married couple (occupying one room) per week	45.00
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VICTORIA HOTEL,
Hongkong, 11th April, 1893 [225

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